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[1138]

Hongkong Daily Press.

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[770]

No. 17,596. 號六十九百五千七萬一第 日一十月八年寅甲

HONGKONG, WEDNESDAY, SEPTEMBER 30TH, 1914

三拜禮

號十三月九年三國民華中

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INTIMATIONS

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In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th June, 1914. [805]

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Hongkong, 24th April, 1914. [614]

SIEN TING.

SURGEON DENTIST.
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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1914. [1160]

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BY popular English Manufacturers. In
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SMOKELESS POWDER and CHILLED
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Hongkong 16th April 1914. [559]

A LING & CO.

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Photographic Goods of Every Description

Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

TELEPHONE 1219.

Hongkong, 18th April, 1914. [585]

PEAK TRAMWAY COMPANY.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " 10.00 " "	" " 10 "
10.00 " " 11.00 " "	" " 15 "
11.30 " " 12.45 p.m.	" " 15 "
12.45 p.m. to 1.15 " "	" " 10 "
1.15 " " 1.45 " "	" " 15 "
1.45 " " 2.15 " "	" " 10 "
2.15 " " 5.00 " "	" " 15 "
5.00 " " 8.10 " "	" " 10 "
NIGHT CARS.	
8.50 p.m. and 9.00 p.m.	9.30 to 11.00 p.m.
Every Half-Hour.	
11.00 p.m. to 11.45 p.m.	Every Quarter-Hour.
SUNDAYS.	
7.45 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " 11.00 " "	" " 10 "
11.30 " " 12.00 noon	" " 15 "
12.00 noon to 1.00 p.m.	" " 10 "
1.00 p.m. to 5.00 " "	" " 15 "
5.00 " " 6.00 " "	" " 10 "
6.00 " " 7.00 " "	" " 15 "
7.00 " " 8.10 " "	" " 10 "
NIGHT CARS as on Week Days.	
SATURDAYS.	
Extra Car at 12 Midnight.	

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th May, 1914. [502]

WEISMANN'S

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FOR PURITY.

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FOR QUALITY.

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OREGON PINE.

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Hongkong, 27th June, 1914.

[728]

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkin's.

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Every description of repair work is undertaken. A large assortment of material
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Every description of warehousing, Custom-house brokerage and insurance under-
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Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

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SOUTH

MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST
AND EUROPE, VIA DAIREN.

TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped
Dining and First and Second Class Sleeping Cars, is operated between Dairen and
Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai
Direct Mail Steamer Service by the S.S. SAKAKI MARU and KOBE MARU (each Equipped
with Wireless Telegraph) as follows:—

NORTH BOUND.

Station	Train	Time	Station	Train	Time
Changchun	1. S.M.R. Exp.	7.00 a.m.	Dairen	2. S.M.R. Exp.	7.00 a.m.
Changchun	3. S.M.R. Exp.	1.00 p.m.	Dairen	4. S.M.R. Exp.	1.00 p.m.
Changchun	5. S.M.R. Exp.	5.00 p.m.	Dairen	6. S.M.R. Exp.	5.00 p.m.

SOUTH BOUND.

Station	Train	Time	Station	Train	Time
Dairen	1. S.M.R. Exp.	7.00 a.m.	Changchun	2. S.M.R. Exp.	7.00 a.m.
Dairen	3. S.M.R. Exp.	1.00 p.m.	Changchun	4. S.M.R. Exp.	1.00 p.m.
Dairen	5. S.M.R. Exp.	5.00 p.m.	Changchun	6. S.M.R. Exp.	5.00 p.m.

* Russian Train Time is 23 minutes faster than the S.M.R. Time.

The above times do not include the Express Train North Pass.

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Through Passenger Traffic via Siberia," through tickets are issued from Shanghai (and
the principal stations via Siberia) to London, Paris, Berlin, and Vienna, and vice versa, and
holders of these tickets are also entitled to through registration of their baggage. Travellers
must, however, ask specially for the "International Through Passenger Traffic via Siberia"
tickets in order to secure this facility, which is not obtainable by the ordinary booking.

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Three-Weekly Express Service between Changchun and Fusan without change, establishing
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ment Ferry and Railway Service, reducing the journey between Manchuria and Japan by
nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and
Tokyo by rail with the exception of the short passage between Fusan and Shimoda.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. Yamato). At
Dairen. Port Arthur, Mukden, Changchun, and Hsiching (the finest sea-side resort in
North China), all under the Company's management.

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at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.;
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the NORDDEUTSCHER REISEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from each of
whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct
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Tel. Add. "MANCHURIA." Codes: A.B.C. 5th Ed., A.I. and Lieber's.

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SOUTH MANCHURIA RAILWAY CO., DAIREN.

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Teak and Hardwood supplied Machine Sawed to any Dimensions.

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Hongkong, 2nd May, 1914. [652]

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Manufacturers of Contrafo Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's
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	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready
at short notice.

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Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in.	460 Feet.	580 Feet.
Max. Breadth	56 "	66 "
Max. Draft	22 "	26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Sheerlegs, capable of lifting 40 tons weight.

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[805]

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Hongkong, 3rd July, 1914. [742]

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If you want a really good
Cream Cheese ask for and be
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TREE AND 3 BIRDS
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Stocked by all leading stores.

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THE HONGKONG HOTEL

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GRILL ROOM.

J. H. TAGGAET.

Manager.

KING EDWARD HOTEL.

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Best of Food and Service.

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R. H. NORTH,
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A FIRST CLASS AND UP-TO-DATE
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A FIRST-CLASS STRINGED ORCH-
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ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been
thoroughly renovated, extensively
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situated in the most central position.

Large and airy Rooms, Hot, Cold, and
Shower Baths, Electric Light Throughout
and Fans. Large and Comfortable
Lounge, Private and Public Bars and
Billiard Rooms, CUISINE ENTIRELY
UNDER EUROPEAN SUPERVISION.

Sanitary Arrangements of the latest
HOTEL LAUNCH MEETS ALL
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and Dinner. Special Rates for married
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TELEPHONE No. 197.

TELEGRAPHIC ADDRESS:—"COMFORT,"
Hongkong.

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PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience. Tele-
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Fifteen Minutes from Principal Land-
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Cuisine. Roof Garden and Social Rooms.

European Runner meets Steamers.

F. O. PEUSTER,
Manager.

[1492]

THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL
is now OPENED under EXPERIENCED
EUROPEAN MANAGEMENT. The place
has been renovated throughout and entirely
refurnished. Situated on the Praia Grande
facing the sea, a cool breeze is enjoyed all
the year round. LARGE and COMFORTABLE
DINING ROOM facing the sea. Cuisine
under experienced supervision. Terms moderate.
For further particulars, apply to—

C. C. MOOSA,
Macau.

Tel. Add. "Phoenix," Macau.

[943]

VICTORIA HOTEL.

SHAMEN—CANTON.

Telegraphic Address:—"VICTORIA, SHAMEN."

SITUATED ON THE BRITISH CONCESSION.

Hotel electrically lighted, and under
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GUIDES and CHAIRS PROVIDED.

Every Information and Special Attention
given to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor.

[1020]

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Pleasant to use, CLEANSING
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SEPTIC, Destroys disease germs
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PREVENTS GUM DISEASE
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WATSON'S
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Highly recommended by the
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20 per cent, 10 per cent, and
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THE GOVERNOR.

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Correspondents must forward their
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All letters for publication should be
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No anonymous signed communica-
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P.O. Box 31. Telephone No. 12.

DEATH.

MOORE.—On September 1st, at Sydney,
Australia, WILLIAM G. MOORE, late of the
Canton-Kowloon Railway.

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The Daily Press.

HONGKONG, SEPTEMBER 30TH, 1914.

MANY of China's good intentions have to be
postponed owing to the financial stringency
brought about by the European war, and not
the least important of these is that asso-
ciated with a national conservancy. This is
indeed unfortunate, for China has suffered
tremendously through overflowing rivers
and flooded country, and there is every
likelihood that unless some scheme be taken
in hand immediately she will be overtaken
by similar disasters. The Hwai river con-
servancy scheme, which the American Red
Cross Society has practically adopted,
would doubtless do much to lessen this
particular aspect of China's sorrow, and
much interest has in consequence been
taken in the visit of Colonel SIEBERT and
party to North China to examine the area
surveyed by Mr. JAMESON and his Chinese
assistants. Sufficient data have been
obtained on which to found a project, but
there seems to be considerable doubt as to
the ability of the Red Cross Society to float
the necessary loan. However, it is too
early yet to prophesy in respect of the suc-
cess or otherwise of that loan, but it is

interesting meantime to note that a Dutch
engineer, Mr. VAN DER VEEN, has been
appointed consulting engineer to the
National Conservancy Bureau of China. A
consulting engineer is one who gives expert
advice, and as we have seen a number of
advisers in the service of China who were
not consulted at all but had nothing to do
but draw their salaries, we may, without
being too sceptical, express the hope that
this adviser will be consulted, especially as
there is much that can be done in a small
way preparatory to the national scheme of
conservancy which must be considered. As
the Director of the National Conservancy
Bureau, Mr. CHANG CHEN, is a recognised
authority on Conservancy work and has
written a book entitled "Conservancy work
in China," there is perhaps good reason
for believing that he will induce the
authorities to utilise the service and advice
at their disposal. Whenever the Chinese
Government decide upon any innovation a
burning desire is usually shown to have it
carried out immediately, forgetful of the fact
that preliminary study of existing condi-
tions is essential to the success of any pro-
ject to be accomplished, and it is not at all
unlikely that, if a series of unprecedented
floods made it imperative to do something
to lessen the occurrence of these disasters
the Government would wish the work to be
carried out at once. That, of course, would
be impossible. A scheme of national con-
servancy should embrace every waterway—
every river and every canal; it should be
national and not provincial: it should be
general and not partial. For this purpose,
it is necessary to study the various water-
ways. They should be surveyed, their slope
ascertained, their nature learned and dis-
charge measured. Not only should the
rivers be properly surveyed but the water-
sheds as well. The rainfall in each district
must be ascertained, how much falls in a
year and how much may fall within
twenty-four hours. Rain gauges should
be distributed and tide gauges utilised.
The collection of data such as rainfall, tide
measurements, etc., is essential for the
preparation of any project, and this col-
lection would take some years to complete.
Much outside assistance would be required,
and it is suggested that the Government
may enlist the service of customs officials
or missionaries throughout the country for
obtaining statistics of rainfall and the rise
and fall of rivers. Certainly, such duties,
though slight, call for some intelligence and
sense of responsibility. We have heard of
one instance where a zealous Chinese, per-
turbed that the tide gauge was out of the
water, took it upon himself to see that it
was immersed! That is the kind of zeal to
be guarded against, and it is only by enlist-
ing the sympathies and services of for-
eigners in the various localities that reliable
data is likely to be obtained. While it is
insisted that conservancy work should be
undertaken generally and not partially, it
has to be admitted that the Hwai River
presents an exception, for it is declared
that any work done there must be of some
use, as conditions are so bad that they
cannot be worse. The point, of course, is that
if conservancy is considered as a national
question, overlapping will be avoided and
work which has to be undone when larger
schemes are contemplated will be avoided.
For instance, it has been suggested that the
Grand Canal, which has been allowed to
silt since tribute rice was carried by sea to
Tientsin and thence to Peking, should be
rendered navigable by dredging, but if this
were done the operation would probably
have to be renewed in the following year
as the flooding of the Yi River would
bring about conditions similar to those
which exist at present. Enough has been
said to show the necessity for considering
conservancy from a national point of view,
and though the money for such an under-
taking may not be available at present the
advisability of collecting the data and mak-
ing preparations for the time when
conservancy schemes can be commenced in
the more important areas, as recommended
by Mr. VAN DER VEEN, should not be
overlooked.

The Bishop of Victoria and family are
now in residence at the Bishop's House,
St. Paul's College.

A telegram received from the Manila
Observatory at 1 p.m. yesterday, gave
information of the presence of a cyclone
or typhoon E. of Formosa, moving W.
or W.N.W.

News reached Hongkong yesterday that
Frank Loureiro, whose people are old
and respected residents in the Colony, has
volunteered for active service, and has
proceeded with the Canadian Contingent
to the seat of war. Frank Loureiro left
Hongkong a few years ago to take up
farming in Canada.

DEATH OF MR. W. G. MOORE.

Many in Hongkong and Canton will
regret to learn of the death of Mr.
William G. Moore, who was the engineer
in charge of the construction of the No. 3
section—Shelkung to Samchun—of the
Kowloon-Canton Railway. When Mr.
Frank Grove, the Engineer-in-Chief of
the Chinese section, went home on leave
on the completion of the line, Mr. Moore
acted for nine months as manager of the
Chinese section. His connection with the
line ceased on the return of Mr. Grove,
and Mr. Moore then went to England and
afterwards to Australia, where he died on
the 1st inst. from heart failure. The news
of his death has been received with deep
regret by all who were closely associated
with him during his residence in this part
of the world, and the sympathy of local
friends will be extended to his sister, Mrs.
J. J. Thompson, of Canton, in her bereave-
ment.

ORGAN RECITAL AT ST. JOHN'S
CATHEDRAL.

There was a large attendance at the
Organ Recital given in St. John's
Cathedral last night by Mr. George
Grimble. In addition to the organ pieces,
which were well chosen and excellently
played, two anthems were rendered by the
choir, the soloists in Mendelssohn's "I
waited for the Lord," being Mrs. Gold-
smith and Master T. Martin; and in
Gounod's "There is a green hill," Mrs.
Francis Clark. Miss L. White sang the
soprano aria "Come unto Him" from
Handel's "Messiah," and in selections
from Mendelssohn's "St. Paul" the tenor
recit, was given by Mr. R. Brown and the
bass arin by Mr. A. J. England. The
offertory was in aid of the Prince of
Wales' Fund. Before the collection was
taken the Cathedral Chaplain (the
Rev. V. H. Copley Moyle) read the
Appar addressed by H.R.H. the Prince
of Wales to the British people.

A BANK ACCOUNTANT'S ALLEGED
EMBEZZLEMENT.

At the Magistracy yesterday, before
Mr. J. R. Wood, a Chinese named Tong
Nam, formerly chief accountant of the
Fo Yuen Bank, Bonham Strand, was
charged with the embezzlement of £700
on the 26th March.

Mr. F. C. Jenkin (instructed by Mr.
Leo d'Almeida e Castro) prosecuted, and
Mr. Davidson (of Messrs. Hastings &
Hastings) defended.

Mr. Jenkin told his Worship that on
the 26th March the defendant was chief
accountant at the Fo Yuen Bank, and
as such it was his duty to look after and
handle all gold coin and bills of exchange
which came into the Bank, in the
ordinary way of business. The duty of
the assistant accountant was to look after
silver, bank notes, and subsidiary coin.

On the 26th March defendant received
£700 in sovereigns in the course of
business, and it was in respect of £700
of this amount that the present charge
was preferred. It was the duty of the
respective accountants some time after 4
p.m. to render an account of the business
they had done during the day. Follow-
ing the custom, the assistant accountant
handed over the money in his charge to
the managing partner, but the defendant
did not, and went out instead. On the
following morning he was asked for the
money. Apparently at first he said he
did not know where he had put it. On
being pressed, however, he said that he
had handed it to a clansman in order
that the latter might pay some pressing
debts. He was sent out to find the
clansman, but was unsuccessful in his
quest. He remained in the Bank,
although his duties were changed, being
kept as a sort of hostage. In August he
disappeared from the Bank, but returned
suddenly on the 14th September for the
purpose of removing anything from the
Bank in the shape of private property.

By a curious coincidence, a number of
creditors were at the time at the Bank,
which was now in bankruptcy, clamouring
for their deposits. Some of the
defendant, during which he was accused
of having misappropriated \$7,000. Some
of it was that a number of
creditors set about the defendant, and
handed him rather roughly. Later
information was sworn, and defendant
was arrested.

Mr. Jenkin made an application for
an order from his Worship for the
opening of defendant's cupboard at the
Bank, as they might discover something
therein.

His Worship said he did not think he
could make an order, but thought that the
prosecution would be doing no wrong in
opening it.

Mr. Davidson said he had no objection.
Evidence was called, and the case
remained.

CHINA'S NEUTRALITY.

PEKING, September 23rd.
The German Legation has continued to
despatch Notes to the Waichiasu con-
cerning China's neutrality until to-day
when the sixth was presented, informing
China that the German Chargé d'Affaires
was forwarding the whole correspondence
to Berlin.

Contrary to expectation the Chinese
made no mention in their reply to the
fifth note of the fact that the German
at Tsingtau have been sowing mines
broadcast on the China Sea.—N.C. Daily
News.

NOTES FROM PEKING.

[FROM OUR OWN CORRESPONDENT.]

PEKING, September 18th.

MANY HAPPY RETURNS.

This sentiment is being generally
expressed to-day on the occasion of the
fifty-fifth anniversary of the birthday of
the President. At one time it was hoped
that a celebration in almost a royal
manner would have taken place, but the
events in Europe with their reflex in
China led to the programme being con-
siderably curtailed. Ministers offered their
congratulations, as did also the repre-
sentatives of the foreign Governments.
The day was observed as a holiday, and
everything passed off quietly. Many of
the Chinese newspapers were printed in
red ink to-day, and the official Gazette
appeared last night in red lettering.

LEGATION MILITARY MOVEMENTS.
German employees left in Peking have
organised a Volunteer Company to act as
guards for the German Legation. They
number seventy and have been armed and
are undergoing training. They are said
to be very keen.

PERSONAL.

Dr. Morrison has returned in spite of
the Chinese reports that he could not get
a passage, and is looking well. As he
came right through by way of Canada
with others who travelled by the same
steamer and the same train, without
stopping off in British Columbia, it is
obvious that he had no mission in that
part of the British dominions as was
reported before he departed.

Sir Richard Dane has also returned
from his three months' leave of absence,
and a number of heads of schools and
colleges have got back this week.

Major Bowley, the American Military
Attache, who has made many friends while
in Peking, left for home on Monday, and
Colonel Siebert and party, who came to
China in the interests of the American Red
Cross Society, to make a survey of the
Hwai River, departed for the States on
Saturday, after having had an interview
with the President. In this connection it
is interesting to note that a Dutch
engineer, Mr. Van der Veen, has come out
here as consulting engineer to the
National Conservancy Board.

NEUTRALITY PROBLEMS.

As the world knows, Germany is giving
China a busy time over neutrality
problems. China's reply to the joint
protests from the German and Austrian
Ministers against China's failure to
preserve neutrality was unusually
spirited, and has been interpreted as an
indication that officials who were pro-
German have realised that they had put
their money on the wrong horse. In the
circumstances it was only to be expected
that the reply would be considered
unsatisfactory by the German Minister,
who has addressed another protest to the
Government, pointing out that China
should have indicated the war zone and
not left it to the choice of the allies, as
Germany could have taken advantage of
the war zone and fortified it. This is a
very good rejoinder, but we can imagine
that China will have her reply ready.

China is no doubt trying her best to
preserve her neutrality, but the task is
by no means easy.

CHANGING CHINA.

As I have indicated in the foregoing
paragraph there is evidence that the
Chinese officials and others who were pro-
German are beginning to find reasons for
changing their opinions. This change
has become particularly noticeable during
the past week or ten days, and even
threats of undying enmity and other dire
consequences are not worrying the
Chinese as they did a little time back.
Some of the pro-German Chinese news-
papers find it advisable to discontinue
their editorials for "save face" reasons.

THE ARBITRATION TREATY.

An arbitration treaty between China
and America has been negotiated and
will be signed shortly. China is
thus in the good company of Great
Britain and France, to say nothing of
the republic of San Salvador, in conclud-
ing such a treaty with the United States.
It is based on the usual condition to
refer matters which have not been
adjusted by diplomacy to a commission
for inquiry and report before resorting
to any hostile action.

SACRIFICES TO CONFUCIUS.

The first full sacrifice to Confucius since
the inauguration of the Republic has
been fixed for the 28th inst., and an
elaborate ceremonial has been arranged
by the Board of Rites. It is expected
that the President will participate in
the ceremony.

THE PEKING SUBSCRIPTIONS.

The subscriptions in Peking to the
Prince of Wales' Fund now amount to
\$11,000 and \$15. The claims of the
Belgian Fund have not been neglected
either, but the figures have not been made
public.

REVOLUTION CLAIMS.

France has come into line with the other
Powers in deciding to waive claims for
indirect losses incurred during the
Revolution, and in consequence a sum of
£1,000,000 is said to have been released.

THE WAR.

[THROUGH REUTERS AGENCY.]

THE GREAT BATTLE.

"COMPARATIVE CALM" ALONG PART OF THE
FRONT.

LONDON, September 28th.
5.45 p.m.

A Paris *communiqué* says:—There is no change in the general
situation, and there is comparative calm along part of the Front.
Nevertheless, at certain points, notably between Aisne and Argonne, the
enemy made new violent attacks, which have been repulsed.

September 29th.
1.55 a.m.

The following *communiqué* was issued in Paris at 11 p.m.:

On our Left Wing the reports on the situation are favourable.

In the Centre our troops successfully resisted further violent
attacks and we have progressed slightly on the heights of the Meuse.

A dense fog caused the suspension of operations in the Woeyre
region.

The situation is unchanged in Lorraine and the Vosges.

BRUSSELS FULL OF EXHAUSTED GERMAN TROOPS.

LONDON, September 29th.
5.10 a.m.

The Ostend *Courier* reports that Brussels is full of German troops
from the south, the men being in a terribly exhausted condition.

TWO BATTALIONS OF PRUSSIAN GUARDS STATED TO
BE ANNIHILATED.

LONDON, September 29th.
5.10 a.m.

It is stated in Paris that two battalions of Prussian Guards were
annihilated in a grand attack on the 26th inst.

A REPORT FROM THE BRITISH HEADQUARTERS.

FRESH TROOPS RECEIVE THEIR BAPTISM OF FIRE.

LONDON, September 28th.

A descriptive statement from the British Headquarters, dated the
28th inst. says:

For four days there has been a comparative lull in the operations,
accompanied by a spell of fine weather. The nights now are much colder.

The arrival of fresh troops enabled the men who had been in the
firing line some time to be relieved. Several units consequently received
their baptism of fire.

It appears that on Sunday the 20th German Infantry fired into
each other when making a converging advance in the dark.

The action on Monday was practically confined to artillery, our
guns driving away the enemy who were endeavouring to construct
a redoubt. The Germans expended much heavy shell in bombarding a
village and it was ascertained during the night that the enemy had
deserted some trenches, leaving a hundred dead and wounded, and quantities
of equipment, and had withdrawn some distance.

Tuesday was one of our least eventful days. There was less artillery
fire, though the Germans gave the village a taste of the "Jack Johnsons"
as the siege howitzer's shells are called.

THE PRELIMINARY OPERATIONS AT TSINGTAU.

GERMAN WARSHIPS BOMBARD JAPANESE TROOPS.

LONDON, September 28th.
5.45 p.m.

It is officially announced in Tokyo that the Japanese casualties
in the fighting on the outskirts of Tsingtau were three killed and twelve
wounded. The previous figures, giving the casualties as 312, were mutilated.

The Japanese have hemmed in the enemy within five miles of
Tsingtau. In a battle yesterday, three German warships bombarded the
Japanese Right Wing until aeroplanes created a diversion.

BRITISH NAVAL COUP IN SOUTH-WEST AFRICA.

LONDON, September 28th.
5.35 p.m.

The Official Press Bureau states:—The Naval forces in West
Africa secured the unconditional surrender of Duala, the capital of the
Cameroons, and Bonaberi surrendered to an Anglo-French force.

[The German Cameroon Protectorate, lying between British
Nigeria and the French Congo, extends from the coast north-eastwards to
the southern shore of Lake Chad, and comprises an area of 191,130 square
miles with a population of 2,540,000. Last year the white population was
returned as 1,871, of whom 1,643 were German. Duala, the capital,
which is situated on the Cameroon River, not far from the coast, has a
white population of 600 or thereabouts, including about 30 European ladies.
The British population numbers about 40. We are unable to trace
Bonaberi on any map available. The military force in the Protectorate
is given as 193 Germans and 1,550 natives.]

CANADA'S WAR MINISTER TO LEAVE FOR THE FRONT.

LONDON, September 29th.

The Canadian Minister of Militia and Defence, the Hon. Colonel
Samuel Hughes, has resigned from his post in order to go to the front. His
rank will be Brigadier-General.

[THROUGH REUTER'S AGENCY.]

PROGRESS OF THE RUSSIANS.

London, September 29th.
3.55 a.m.

An official message from Petrograd states that the Russians are rapidly pushing the offensive in the Augustoff forests, and with siege guns are bombarding Osewetz fortress.

An attempt by the German infantry to advance near the fortress was repulsed.

The enemy are reinforced and are very active along the Silesian front.

The garrison at Przemyśl made fruitless sorties, and lost many prisoners and guns.

LATER.

A Russian headquarter's report states that Przemyśl is now completely surrounded.

WAR NEWS.

BRITISH OFFICIAL TELEGRAMS.

The following telegrams received by the British Legation at Peking from the Foreign Office appear in the Peking papers:

"SHEER INVENTION."

LONDON, September 14th.
The story of a revolution in India, which has been given out by German Legations in certain capitals, is a sheer invention. The feeling in India is as described in the official telegram of September 10th. The British Foreign Office daily receives additional evidence of the loyalty of the royal princes, public bodies and peoples of India.

ECONOMIC FACTORS.

LONDON, September 14th.
Statements have appeared in the Vienna Press to the effect that food prices have risen 15 per cent. in Germany. The German Press is beginning to realise that German industries will be brought to a standstill by stoppage of import of raw materials. They realise that the British fleet is supreme and can cut off exports, while imports into Britain continue undisturbed. Unemployment in Germany is rapidly increasing. The harvest in Britain is much above the average, especially wheat, potatoes, beans, and hops.

DENIAL OF A SCANDALOUS REPORT.

LONDON, September 18th.
The statement that German sailors in boats or in the sea were fired upon by us in the battle off Heligoland is an entirely untrue and scandalous statement. On the contrary, the men of the British Navy put out in boats to rescue German sailors in the water and did so at some risk, for in one instance they were fired upon by the Germans while in the act of rescuing German sailors. Many German sailors were rescued from the water by the British and have been brought to England and are being well treated.

A UNITED COUNTRY.

LONDON, September 16th.
Currency is being given to stories emanating from German sources of utterances unfavourable to the British cause by ex-Cabinet Ministers, Labour members and others in England. These statements are probably largely based on a speech which Mr. Burns was alleged to have made, but which was an entire fabrication invented in Germany. Any labour members and others who may have suggested that it would have been better for this country to have remained neutral did so as private persons and not as representing any party. Mr. Arthur Henderson, who is now Chairman of the Labour Party, has made a strong speech in support of the Government. Mr. W. Crooks spoke equally strongly in a similar sense at Mr. Churchill's meeting on September 11th, and the parliamentary committee of the Trade Union Congress issued a manifesto on September 3rd approving the manner in which the Labour Party had responded to the appeal made to all political parties to give their co-operation in securing the enlistment of men for the war. All parties are united as to the justice of our cause and all are determined to see the war to a successful conclusion.

CAVALRY SKIRMISHES AT THE PEI-SHA.

JAPANESE CAPTAIN KILLED.

A Japanese War Office report says that on the 18th instant a squadron of Japanese cavalry advanced to Liu-tung, on the right bank of the Pei-sha. For about an hour commencing from 11.30 a.m., the troops engaged the enemy at Ku-tung-pu across the river. In the course of the fighting Captain Sakuma Zenji was killed and two soldiers were wounded. The killed and wounded of the enemy will not be less than ten.

As the result of this reconnaissance it has been ascertained that there are in the vicinity of Ku-tung-pu about 200 infantry and cavalry of the enemy, with several guns.

A Shanghai telegram to Japanese papers also reports this collision, and states that Baron Riechal, a reserve cavalry lieutenant, who was Secretary of the German Legation at Peking, was killed in the fight.

GERMANS ROUTED.

Another Japanese War Office report states that the contingent that landed in Looshan Bay attacked on the 18th the

GERMAN BLINDNESS.

STORY OF THE ENTENTE NEGOTIATIONS.

FRANK STATEMENT BY
M. DELCASSE.

[FROM "THE TIMES" CORRESPONDENT.]

PARIS, August 29th.
M. Delcasse has given to the *Corriere della Sera* an interesting expression of opinion upon Italy's attitude and upon possible issues of the war.

"There are those who think that neutrality is not enough, but the Italians themselves alone can judge of that. For my part it is my conviction—that neutrality in itself is already a great gain. It is one of the fortunate elements which gives us increased confidence in a favourable issue to the struggle that has been forced upon us."

Speaking of the series of miscalculations made by Germany, M. Delcasse said:—"I am persuaded that up to the last moment Germany believed that Russia would not move, just as she considered improbable an English intervention. The whole transformation which had been wrought in Russia escaped the notice of German observers."

THE SECRET NEGOTIATIONS.

"Here is a story which will show you her lack of psychological penetration. It happened some weeks before the conclusion of our secret negotiations with England—negotiations which might certainly cause surprise, coming so soon after the incident of Fashoda."

"One day, after a diplomatic reception, Prince Radolin, the German Ambassador, said to me: 'Will you allow me to ask you an indiscreet question? Is it true that you have negotiations with England?'"

"It is perfectly true," I answered. "We have remarked that England and France are in contact at several points of the globe, but happily nowhere do their essential interests conflict."

"Are you negotiating about Newfoundland?" asked Radolin.

"Yes."

"And about Morocco?" he asked further.

"Yes, also. England understands that we have a great interest in putting an end to the centre of disorder and agitation in a country which touches Algeria. Germany also, for that matter, ought to be glad, for the pacification of Morocco will make a new opening for her commerce."

"Prince Radolin hastened to telegraph our conversation to his Government. Not often has a diplomat the chance of communicating such a secret. Well, at Berlin they would not believe it. They were not willing to credit that my words were sincere."

"The day the agreement was signed in London—April 8th, 1904—the *Matin* published a very exact résumé of the principal conditions. About 11 o'clock I received a visit from an Ambassador. 'I have just met Khevenhüller, the Austrian Ambassador,' said he, 'on his way from the German Embassy. I asked him if he had read the great news, and he answered me that there was not a word of truth in the whole of it. *Tout cela, c'est des bêtises*, was his remark."

"The same instant I was called to the telephone. It was Cambon, talking from London, to tell me that the agreement had been signed. Up to the last moment the German Embassy had refused to believe in the reality of the negotiations. On the other hand, the Government at Berlin has always believed in the existence of secret clauses directed against Germany. Yet there was not a single one."

ITALY'S POSITION.

"When questioned more closely as to his view of Italy's position, M. Delcasse replied:—

"Naturally I cannot tell you what I would do if I were in the Italian Minister's place. I will only tell you how I would set forth the facts. The present crisis, the gravest in history for the multitudes now engaged in the struggle, will result in great changes in the map of Europe. I believe that the map of Europe will be remade for a century to come. The next Congress will have to fulfil a graver and heavier task than that which fell to the diplomats who met at Vienna after Waterloo. The distribution of prizes will be in proportion to the sacrifices that each has made and each will receive a share according to its efforts. It is therefore to the interests of every Power to come to the Congress as one playing an active part. At that moment it will be more than ever necessary to think of the future and to consider the definite settlement of Europe."

"How will Europe be distributed after this terrible crisis? One of the most certain facts is this: England and France will remain friends, not only because of the recollection of dangers shared in common, but also because the equilibrium of Europe against German attempts at hegemony, and both of them will always have the same interests in safeguarding this equilibrium."

"Besides, from every point of view, they have many reasons for remaining in agreement. There is no economic competition between them, for each forms the complement of the other. In the colonial field the attitude of both is conservative. Their colonial Empire is so vast that their only object nowadays is to keep it and to administer it well. What would Italy have to fear from them? Nothing, absolutely nothing. France and England, in fact, have nothing that they can dispute with her, nothing to snatch from her."

POSSIBLE CONCESSIONS.

"On the other hand, England and France have every interest in making her their common friend. I am not talking of sentiment, I am talking of political interests. In the Mediterranean Italy will be for England and France a great element of equilibrium. These two Powers offer no opposition to Italian popular aspirations."

"Let us dot the Ts. I am certain that neither France, nor England, nor Russia would ever oppose the granting of Trent to Italy. As for Trieste, the consent of

France and England has been already obtained, and I am under the impression that Russia also would make no objection. As for the rest of the Adriatic, let us speak frankly. Neither France nor any other Power of the Triple Entente would dispute with you the possession of Avona. Do you think one could say as much of Germany?"

THE HELIGOLAND NAVAL ENGAGEMENT.

STORIES BY JACK TARS.

The following details of the naval engagement off Heligoland were telegraphed to the Australian papers:—

The Jack Tars tell thrilling stories of the battle. They describe the fighting as sharp and terrible.

A non-commissioned officer on the *Fearless*, which was in the thick of the battle, said the operation lasted eight hours, and a thick haze prevailed throughout. "We came upon the Germans unawares," he said, "and when we opened the fighting there was not a single searchlight on us. They all seemed as though they were asleep. The fighting was very hot and we must have done a lot of damage."

German prisoners state that the British guns shot with terrific force and accuracy. Most of the men on the decks perished.

A SPLENDID VICTORY.

The victory off Heligoland proves to be even more splendid than the official report indicates.

The consensus of survivors' narratives shows that the battle was characterised by magnificent dash and the boldest daring on the part of our destroyers, which were fairly close to the German ships before they were discovered, and fire was opened upon them.

The forts joined in the cannonade, and our destroyers were soon hotly engaged. Gradually they drew the enemy out towards the open sea, where the German cruisers reinforced the smaller craft.

According to one account the noise was terrific, but it is stated that the German gunners made better practice from the forts than from their ships. The shells from the land did most damage, although they were fired too high.

When the German cruisers opened fire they were in a position of great advantage, inasmuch as our battle-cruisers and light cruisers had not yet appeared, though they were steaming fast to the scene, and the destroyers for some time bore the brunt of the fighting, aided by their two "scout" leaders. The damage they sustained showed that the struggle was grim. The destroyers attacked the enemy incessantly, until the heavy warships brought aid.

Two of our destroyers with magnificent pluck ran between two German cruisers, and the latter were afraid to fire, or fired hesitatingly, evidently fearing to hit each other. Meanwhile the destroyers greatly harassed them.

Four destroyers battered a German cruiser to such an extent that she was sinking when a battleship approached and finished her.

One British cruiser was steadily engaged with the German cruisers, and was hit 19 times. Some of the holes were just above the water-line, and have since been plugged with wood, but otherwise the British vessel was not seriously damaged.

A shell caught the *Munich* aft, and piercing her armour, passed through the stern, then her bow rose high out of the water, and she suddenly vanished.

When the British destroyers went to the rescue they found the decks of the German ships lined with bodies. In many cases the wounded had but bleeding stumps left of their arms, and in other cases legs were hanging by a shred only.

One of the wounded, formerly a waiter at a London hotel, had part of the right side of his face shot away, and forcedly denounced what he termed the German Emperor's iniquitous war.

It is stated that towards the end of the battle some British pinnaces which were picking up the Germans who were struggling in the water, following on the sinking of the destroyers, produced a great impression on the enemy.

COMPANY MEETING.

THE UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

An extraordinary general meeting of the shareholders of The United Asbestos Oriental Agency, Limited, was held at the offices of Messrs. Dodwell & Co., Limited, yesterday at noon. Mr. S. H. Dodwell presided, and those present were:—Messrs. T. G. Weall, A. Murdoch, G. Morton Smith, A. Ritchie and C. W. O. Mayne (Acting Secretary).

The Secretary having read the notice convening the meeting.

The CHAIRMAN said:—This meeting is called to confirm the resolution which was passed at the extraordinary meeting held on the 8th day of September, having for its object the alteration of certain of the Articles of Association, and as the matter was dealt with at the previous meeting I do not think it necessary for me to enter into further explanation. I therefore beg to propose that the new Articles already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved, and that such regulations be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

The resolution was seconded by Mr. WEALL and carried. This was all the business.

THE MAGISTRACY.

NO MUZZLE.

William Davies, manager of the Seamen's Institute, was fined \$5 for allowing his dog to be at large without a muzzle.

THEFT OF A COAT.

A Chinese boy was charged with the theft of a coat valued at \$5.50, the property of another boy employed at the Hongkong Hotel Mansions. The theft was seen by the prosecutor who at once gave chase. When the prosecutor came up with the thief he was set upon by the prisoner's brother, and was belaboured by some other men to such an extent that he had to let the prisoner go, only, however, to be subsequently caught by a European constable.

Inspector Kent, who prosecuted, said that the prosecutor's employers had lost several valuable articles lately.

When asked how old he was the prisoner replied that he was 16 years of age.

His Worship pointed out that when he was sentenced in 1911 he then said that he was 16 years of age.

Prisoner thereupon amended his statement saying that he was 19 years of age. He was sentenced to six weeks' hard labour and four hours' stocks.

LUXAL FARE.

Mr. Harold Seth charged a ricksha coolie with demanding more than his legal fare. Defendant pleaded guilty.

Mr. Seth said that he had had considerable trouble with this ricksha coolie before. He demanded more than 20 cents, which was usually paid for conveyance to the race-course and back in the morning.

A fine of \$3 was imposed.

ALLEGED THEFT OF BRASS.

On the 27th inst. a revenue officer arrested three sampan men for having 20 ingots of brass weighing 250lbs. on board, and three men were now charged with being in possession of the same, they being all in the sampan at the time the brass was discovered. One of the men said that the brass had been put on board by a passenger who had gone ashore before the revenue officer appeared. The revenue officer was taken to a launch—a revenue officer's launch—which was lying off Statue Pier, and a man on board was there pointed out to him as one who had helped to put the brass in the sampan. All the other men on the launch had absconded. A woman also subsequently pointed out a man who had engaged the sampan to take away the brass.

It was stated that the missing passenger was known to be employed in the Naval Yard, but the authorities could not say if they were short of any brass at present. A storekeeper at the Naval Yard was a chumman of the third defendant and he had also absconded.

The hearing was adjourned until Saturday.

NEW CUSTOMS RULES FOR PANAMA CANAL.

Formal announcement of the customs regulations for the Panama Canal has been made by Governor George W. Goethals and embodied in a printed form for distribution throughout the shipping world. The regulations, as far as possible, conform to the general customs regulation of the United States and take into account the entry and clearance of vessels, the custody of goods or merchandise introduced into the canal zone, the enforcement of the immigration laws and regulations, the certifications of invoices covering shipments of goods from the canal zone to the United States and the services to seamen commonly rendered by shipping commissioners in American ports.

The regulations provide that the executive secretary of the canal shall supervise the customs service and that under him will be the captains of the ports of the canal zone, who will act as ex-officio officers of the service and various other canal employees, who on special occasions will be appointed as temporary customs officers without extra compensation.

ENTER AT EITHER PORT.

It is provided that vessels may enter and clear at either the port of Balboa or that of Cristobal, and if their desire to pass through the canal without stopping at the opposite terminal port they may clear at the port of entry. Masters of vessels entering the canal are required to furnish the boarding officer with a report of arrival, including statistical data with reference to the vessel, its cargo and passengers. A manifest of cargo is also required and additional manifests must be furnished at each point within the canal zone at which the vessel discharges.

Clearance papers from the last port of call and another requirements, as well as complete passenger lists distinguishing between through passengers and those to be landed within the borders of the canal zone. A complete crew roster, list of sea stores, purser's statement, certificate of discharge from quarantine and in cases of vessels under United States registry, the register and articles specified in the regulations.

Vessels of war or public vessels owned or chartered by a foreign Government are not required to report or enter upon arrival at either of the terminal ports of the canal, but such vessels are subject to the quarantine regulation, and those relative to the payment of tolls and bills for material, supplies, harbour pilotage, towage, wharfage and other services rendered by the Panama canal.

PRESS AND GERMAN MILITARISM.

Regarding the continuance of the war, a London telegram dated the 14th inst. says the French Press unanimously declares that no peace is possible unless German militarism is destroyed root and branch.

The American Press is becoming more outspoken in discussing the war. The *New York World*, in a striking article, scathingly denounces the German militarism and declares that Europe and even the German people itself cannot be freed until the monster of militarism is obliterated. This war must strike the shackles of military autocracy from civilisation, otherwise the suffering and bloodshed will be in vain.

FORESTRY IN CHINA.

At the request of the Ministry of Agriculture and Commerce, the Ministry of Communications some time ago ordered the authorities of different railways to make investigations and to report whether there is any land along the railway lines available for the purpose of planting trees. The Director of the Peking-Hankow Railway has now reported to the Ministry of Communications that he has found the land adjoining the districts of Linling and Shang River to be suitable for the plantation of trees from which sleepers can be obtained for the railways. The Director recommended that trees good for making sleepers should be urgently cultivated because the demand for sleepers in China is yearly increasing. The land north of the Yellow River and east of the railway bridge is also good for plantation, while the land near Chenting, Paoching and Yichow are not suitable for plantation purposes. The Ministry of Communications will refer the report to the Ministry of Agriculture and Commerce. —*Peking Daily News*.

CORRESPONDENCE.

THE M.M. "PAUL LECAT."

[TO THE EDITOR OF THE HONGKONG "DAILY PRESS".]

DEAR SIR, — A few days ago, some person (or persons) maliciously spread a rumour in the Colony that the steamer *Paul Lecat* after having left Colombo had been sunk by a German man-of-war.

To contradict the above, I have great pleasure to inform you that I received yesterday afternoon a telegram from my colleague at Djibouti, stating that the *Paul Lecat* arrived safely there on the 26th instant. — I am, Dear Sir,

Yours faithfully,

P. THOMAS.

Agent Compagnie des Messageries Maritimes.

Hongkong, 29th September, 1914.

VOLUNTEER CORPS ORDERS.

BY LIEUT.-COL. A. CHAPMAN, V.D.

PULL-THROUGHS.

1.—Men applying to store for new pull-throughs must invariably produce the weight from the old one which is being replaced.

MUSKETRY (PART I.).

2.—All trained men of the undermentioned Sections will parade at the 600 yards firing point of King's Park Range at the times and dates mentioned below:—

No. 2 Section Artillery Battery Saturday, 3rd October at 2.30 p.m.
Left Section M. G. Co. Sunday, 4th October at 9 a.m.

Both Infantry-Instructors will attend. Note:—The members of No. 1 Section Artillery Battery, who did not fire on Sunday last, will fire on Sunday, 4th October, with Left Section M. G. Co. No man is to fire any portion of these tests with any rifle other than that allotted to him.

ASSEMBLY.

3.—All Volunteers and Reserves living in Hotels similar to Hongkong Hotel, etc., must arrange with the management with regard to their warning on receipt of an Alarm message by the hotel exchange.

Officers and senior N. C. Os. should see that this is carried out.

PARADES.

4.—The Signalling Section will parade every week-day (Wednesdays and Saturdays excepted) on Murray Parade Ground at 7 a.m. until further orders.

Any evening parades that may be ordered will be notified daily in the ordinary way. Parades for to-day, Wednesday 30th, instant:—Nil.

DETAILS.

5.—On duty:—Group 3. Officers on duty:—Lieut. Hutchison, 2/Lt. Wright and 2/Lt. Swire.

Orderly Officer:—2/Lt. Swire. To furnish Guard to-night.

Right Section M. G. Co. Orderly Sergeant to-night:—Corpl. Raymond. (Sd.) C. V. S. Skrimshaw, Capt. Staff Officer H. K. Vol. Corps.

INTIMATIONS

CALDBECK,

MACGREGOR & Co.

(ESTABLISHED 1864).

SOLE AGENTS FOR

FALCON LAGER BEER

BOTTLED BY

MESSRS. VAN Vollenhoven & Co., AMSTERDAM.

The ONLY GENUINE CHEAP LAGER BEER on the Market.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 38. Telephone, No. 12.

Cables: A.B.C. 5th Ed., Lieber's.

Telegraphic Address: "PRESS."

NEW ADVERTISEMENTS

CHINESE IMPERIAL GOVERNMENT 7% SILVER LOAN OF 1890, E.

56th Half-Yearly Drawing.

INTEREST due and DRAWN BONDS of this LOAN will be PAYABLE at the Office of the Corporation on and after the 30th September, 1914.

List of Drawn Bonds can be obtained on application to the Undersigned.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

Agents issuing the Loan,

A. G. STEPHEN,

Acting Chief Manager.

Hongkong, 30th September, 1914. [1199]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "DENNISINNES."

FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th Oct., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Oct. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th September, 1914. [1200]

NOTICE.

ANY MEMBERS of the OVER-SEAS CLUB wishing to form a Branch in Hongkong are requested to send their names and addresses to—

"PATRIOTIC" Care of "Daily Press" Office.

Hongkong, 29th September, 1914. [1195]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that SCRIP CERTIFICATES for 13 Shares issued as under:—

11th March, 1889. 17295/9. 23504.

27th May, 1890. 17536/0. 23504.

27th June, 1890. 17719/1. 19154. 21937/8.

in the name of JOAO A. DA LUZ (Deceased), of Hongkong, have been LOST, and should the same not be produced before the 13th October, New Scrip Certificates will be issued in favour of the said JOAO A. DA LUZ (Deceased), and no transaction taking place under the Scrip Certificates issued on the above mentioned dates will be recognized by the Company.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th September, 1914. [1197]

THE GULAKALUMPONG RUBBER ESTABLISHMENT, LIMITED.

NOTIFICATION.

THE following Telegram, dated 16th September, 1914, has been received at Shanghai from the London Secretaries of the Company:—

"Cancel instructions telegraphed 25th August."

The Notification published on the 19th inst., reading as under, is therefore Cancelled:—

"Pending instructions suspend all Transfers 'when Transferor or Transferee are German or Austrian Subjects'."

By order of the Local Board.

ALBERT & Co., Ltd., Shanghai Local Secretaries.

LOWE, BINGHAM & MATTHEWS, Colonial Register.

Shanghai, 23rd September, 1914. [1193]

KOWLOON-CANTON RAILWAY.

NOTICE.

IT IS HEREBY NOTIFIED that commencing on THURSDAY, 1st October, 1914, the Train Times to leave KOWLOON for SHUM CHUN at 8.00 P.M. will leave at 7.30 P.M. and return from SHUM CHUN at 8.45 P.M. arriving KOWLOON at 9.30 P.M.

For further alterations and additional Trains see latest Time-table which may be had on application at all Stations and at the Head Office at Kowloon and Canton.

By Order, ROBERT BAKER, Acting Manager, British Section, Kowloon-Canton Railway.

THE ADMINISTRATION, Chinese Section, Canton-Kowloon Railway.

Kowloon, 28th September, 1914. [1194]

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

PUBLIC COMPANIES

THE DAIRY FARM CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, the 10th October, 1914, at 12.15 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 10th October, 1914, both days inclusive.

By Order, M. MANUK, Secretary.

Hongkong, 26th September, 1914. [1183]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that SCRIP CERTIFICATE issued, 22nd July, 1909, for 4 Shares numbered 1049/5052 in the above-named Company standing in the name of JOAO A. DA LUZ (Deceased), of Hongkong, has been lost, and should the same not be produced before the 10th proximo, a new Scrip Certificate will be issued in favour of the said JOAO A. DA LUZ (Deceased), and no transaction taking place under the said Scrip Certificate issued 22nd July, 1909, will be recognized by the Company.

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong Fire Insurance Company, Ltd.

Hongkong, 25th September, 1914. [1185]

INTIMATIONS

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall 10-DAY (WEDNESDAY), the 30th September, 1914, at 5.30 P.M.

W. ARMSTRONG, Hon. Secretary.

Hongkong, 24th September, 1914. [1171]

HONGKONG CLUB

NOTICE.

THE TWENTY-SIXTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1896 issue) was held in the Club House on FRIDAY, the 13th September, 1914, when the following Debentures were drawn for Redemption:—

124	777	1119	1469	1832
208	792	1121	1482	1844
232	829	1184	1489	1867
314	873	1186	1512	1875
415	874	1192	1541	1895
422	966	1212	1561	1897
484	968	1231	1622	1907
499	978	1237	1625	1909
521	1011	1307	1672	1922
521	1011	1307	1672	1922
564	1012	1327	1695	1926
593	1047	1370	1750	1950
741	1050	1434	1768	1962
747	1055	1454	1821	1965

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION TO-DAY (WEDNESDAY), the 30th September, 1914, in exchange for surrender of same.

By Order, JAMES CRAIK, Secretary.

Hongkong, 18th September, 1914. [1183]

G. E.

TECHNICAL INSTITUTE.

EVENING CLASSES in the following Subjects will commence on MONDAY, the 5th of October:—

ENGINEERING SECTION:

BUILDING CONSTRUCTION.

FIELD SURVEYING.

APPLIED MECHANICS.

STEAM.

MACHINE DRAWING.

MATHEMATICS.

SCIENCE SECTION:

CHEMISTRY.

METALLURGY.

PHYSICS.

ELECTRICITY.

SANITATION.

FIRST AID.

COMMERCE SECTION:

ENGLISH.

FRANCH.

SPORTS.

BOOK-KEEPING.

TEACHERS' CLASSES FOR:

WOMEN "ENGLISH AND VERNACULAR."

MEN "ENGLISH AND VERNACULAR."

Students should attend at QUEEN'S COLLEGE at 5 P.M. MONDAY, 6th October, for enrolment. Copies of the prospectus and entry forms may be obtained on application to the Undersigned.

R. E. O. BIRD, M.A., Director.

Hongkong, 24th September, 1914. [1173]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision. Address—NOMURA HOTEL, 15, 16 and 17, Connaught Road.

Telephone No. 400.

Hongkong, 29th July, 1914. [1092]

THE WAR.

FOR SALE SMALL NATIONAL FLAGS to mark the progress of THE WAR.

GRACA & CO.

Pedder St. (Hongkong Hotel Building).

Hongkong, 21st September, 1914. [1098]

INTIMATIONS

LANE, CRAWFORD & Co.

(ESTABLISHED 1850)

NEW AUTUMN STOCK OF

PYJAMA SUITS

IN ALL SIZES FOR MEN.

\$4.00 to \$11.50 Per Suit.

ALL WEIGHTS—NEW DESIGNS.

"VIYELLA" SHIRTS AND PYJAMAS WILL NOT SHRINK.

SMART PATTERNS. FAST COLOURS. HARD WEARING.

WE KEEP A LARGE RANGE OF POPULAR PRICED SHIRTS AND PYJAMAS ALWAYS IN STOCK.

(TELEPHONE 1741)

LANE, CRAWFORD & CO.

TO LET

QUEEN'S BUILDING.

TO LET the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st September, 1914. [1188]

TO LET.

OFFICES, in St. George's Building, Second Floor, from 1st October.

Apply to—SHEWAN, TOMES & Co.

Hongkong, 28th August, 1914. [1087]

TO LET—FURNISHED.

3, CLIFTON GARDENS (19, Conduit Road).

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 5th September, 1914. [1101]

TO LET.

IN ALEXANDRA BUILDINGS VERY CONVENIENT OFFICES and ROOMS.

Apply to—SECRETARY, A. S. WATSON & Co., Ltd.

Hongkong, 9th July, 1914. [1023]

TO LET.

NO. 4, CLIFTON GARDENS (17, Conduit Road).

GODOWN, 98, Waichai Road.

GODOWN, No. 4, New Praya, Kennedy Town.

GODOWN, No. 5, New Praya, Kennedy Town.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 29th September, 1914. [1061]

TO LET.

TOP FLAT, Humphrey's Buildings, Kowloon. Immediate occupation if desired.

Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings.

Hongkong, 28th August, 1914. [1033]

TO LET.

From 1st September, 1914.

IN CANTON on SHAMEN LOT 55. The premises now in the occupation of the Bank of Taiwan, Ltd.

Apply to—DAVID SASSOON & Co., Ltd.

Hongkong, 5th August, 1914. [1017]

TO LET

5-ROOMED HOUSE, "VILLA ROSITA" in Hart Avenue, Tsimstani.

Apply to—A. ABDOLRAHIM, 34, Queen's Road Central.

Hongkong, 22nd September, 1914. [1164]

TO LET.

NOS. 19, 21, 23 and 25, SHELLEY STREET, Newly Painted and Coloured.

No. 99, THE PHASE (5 CAMERON VILLAS). Apply to—LINSPEAD & DAVID, 3rd Floor, Alexandra Buildings.

Hongkong, 24th September, 1914. [1174]

TO LET.

From 1st September, 1914.

HOUSE, No. 5, Conduit Road. Fine View of Harbour. Newly painted and repaired. For further particulars, apply to—H. M. H. NEMAZEE.

Hongkong, 24th July, 1914. [1068]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply to—DEACON, LOCKER, DEACON & HASTON.

Hongkong, 3rd September, 1914. [1101]

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Fig. Iron and Foundry, Coke Importers, General Storekeepers and Shipchangers, Nos. 35 and 37, HING LOONS STREET (2nd St. West of Central Market).

Telephone No. 515. [45]

FOR EUROPE AND AMERICA,

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENCE AT THE OUTPOSTS,

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY PRESS.

with which is incorporated

THE CHINA OVERLAND TRADE REPORT,

Subscription, paid in advance,

\$12 per annum. Postage

\$2 to any part of

the World.

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

A. G. STEPHEN,

Acting Chief Manager.

Hongkong, 14th May, 1914. [16]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: 38, Bishopsgate, E.C.

BRANCHES:

Bombay. Calcutta. Canton. Cebu. Colon. Hankow. Hongkong. Kobe. Manila. Mexico. Panama. Peking. San Francisco. Shanghai. Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000 equal 21,450,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED. MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

N. S. MARSHALL, Manager.

9, Queen's Road, Hongkong, 15th September, 1914. [950]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1853.

Authorized Capital Fl. 30,000,000 (25,000,000) Paid-up Capital, Fl. 17,407,000 (21,450,000) Reserve Fund, Fl. 6,518,000 (2543,168)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS:

THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager, No. 8, Des Vaux Road Central.

Hongkong, 3rd October, 1914. [21]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital £1,500,000

Subscribed " " " " " 1,125,000

Paid-up " " " " " 825,000

Reserve Fund " " " " " 450,000

BANKERS:

BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

Hongkong, 10th July, 1914. [149]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital £1,200,000

Reserve Fund " 1,300,000

Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.

Hongkong, 8th June, 1914. [1494]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed Yen 10,000,000

Capital Paid-up " 7,490,250

Reserve Funds " 3,430,000

HEAD OFFICE: TAIPEI, FORMOSA.

The Barber Line str. *Chalister* left New York for Hongkong via Panama on the 1st September, and is due here on or about the 20th October.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS OF CALL	ORIENTAL Capt. A. L. Valentini	Noon 10th Oct.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NAMUR Capt. A. Collyer	About 10th Oct.	Freight and Passage.
SHANGHAI	MALTA Capt. G. W. Cockman, R.N.R.	About 13th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NELLORE and YOKOHAMA	Capt. J. Gaunt, R.N.R.	About 17th Oct.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.
For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 28th September, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG AND HAIPHONG	"KAIKONG"	On 30th Sept., 10 A.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 30th Sept., 4 P.M.
SHANGHAI	"ANHUI"	On 1st Oct., 4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 2nd Oct., 4 P.M.
SHANGHAI	"LIANGCHOW"	On 4th Oct., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 6th Oct., 4 P.M.
BANGKOK via SWATOW	"CHIHUI"	On 7th Oct., Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSING" and the S.S. "LIANGCHOW," "LUOW" and "YINGCHOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—
Hongkong, 30th September, 1914

BUTTERFIELD & SWIRE,
AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	FRIDAY, 2nd Oct., at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 6th Oct., at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 9th Oct., at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	WEDNESDAY, 30th Sept., at 1 P.M.
		SUNDAY, 4th Oct., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 30th September, 1914.

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	On 30th Sept. 10 A.M.	On 30th Sept. 10 A.M.
EASTERN	On 9th Oct. 10 A.M.	On 9th Oct. 10 A.M.
ALDENHAM	On 30th Oct. 10 A.M.	On 30th Oct. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Booms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
SHINYO MARU	22,000—21 knots from Nagasaki	3rd Oct.
CHIYO MARU	22,000—21 knots	TUES., 20th Oct.
TENYO MARU	22,000—21 knots	SATUR., 14th Nov.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI KOBE YOKOHAMA
\$120. \$135. \$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—14 knots	Tuesday, 6th October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

1212

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:

FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

Fitted with WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

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THE BANK LINE, LIMITED,
MANAGING AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"CHICAGO MARU"	K. Hori	THURSDAY, 1st Oct., at 4 P.M.
"CANADA MARU"	E. Yamamoto	WEDNESDAY, 14th Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM
PENANG AND COLOMBO.

Steamer	Captain	Leaving
"MALAY MARU"	K. Sukawa	Middle of October.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	THURSDAY, 1st Oct., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami	SUNDAY, 4th Oct. at Noon.
"DAIGI MARU"	S. Tokushige	SUNDAY, 11th Oct. at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	MONDAY, 5th Oct. at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER.

Second Floor, No. 1, Queen's Building.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from	Due at MARSEILLES	Due at LONDON
"ORIENTAL" leaves YOKOHAMA	COLOMBO	HAI	KONG.	from COLOMBO to MARSEILLES and LONDON	Friday	Thursday
p.m. Thurs.		5 p.m. Tues.	Noon. Satur.			
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 20	Nov. 26
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.
Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F A R E S:

The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	Accommodation	Single	Return
LONDON	\$65.	\$39.	\$44.	\$20.	\$39.
MARSEILLES	\$61.	\$35.	\$42.	\$19.	\$35.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at MARSEILLES	Due at LONDON
	about	about	about	about	about	about
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
NELLORE	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 29	Jan. 3
SICILIA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
NAGOYA	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
FARES TO LONDON:
1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return
FARES TO MARSEILLES:
1st Saloon £46 Single; £71 Return. 2nd Saloon £33 Single; £50 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%
For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. S. Wada	16,000	WEDNESDAY, 7th Oct., at 10 A.M.
	SUWA MARU Capt. Murai	25,000	WEDNESDAY, 21st Oct., at 10 A.M.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SHIDZUKA MARU Capt. Deguchi	12,500	TUESDAY, 6th Oct., at Noon.
	TAMBA MARU Capt. Nagasawa	12,500	TUESDAY, 20th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. R. Takeda	9,600	WEDNESDAY, 21st Oct., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	HITACHI MARU Capt. T. Sato	13,500	WEDNESDAY, 18th Nov., at Noon.
BOMBAY via SINGAPORE, PENANG and COLOMBO	TOSA MARU Capt. Yoshikawa	12,000	TUESDAY, 6th Oct., at Noon.
SHANGHAI and KOBE	WAKASA MARU Capt. ...	12,500	WEDNESDAY, 21st Oct.
	JINSEN MARU Capt. Torada	5,000	THURSDAY, 1st Oct.
NAGASAKI, KOBE and YOKOHAMA	INABA MARU Capt. Tomioka	12,500	FRIDAY, 30th Oct., at 5 P.M.
KOBE and YOKOHAMA	HITACHI MARU Capt. T. Sato	12,500	FRIDAY, 9th Oct., at 11 A.M.

Fitted with New System of Wireless Telegraphy. Cargo only.
Notice—"Kumano Maru," "Kamakura Maru" and "Hikaka Maru" have been withdrawn from their Lines and not been replaced by substitutes.

REDUCED SUMMER RATES BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months, Commencing from 1st June, ending 30th September, 1914.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSHIMOTO, MANAGER.

TELEPHONE Nos. 252 and 1241

(8-9-14)

POST OFFICE NOTICE.

SHIPS' LETTER BOXES.

- 1.—It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.
- 2.—Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.
- 3.—Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.
- 4.—Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide correspondence which should be left open for inspection when required.
- 5.—Shipping Companies should state in their notifications to the Post Office the exact hour of departure in order that the public may have every facility for posting.
- 6.—Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide Consignees' letters posted in the Ships' Letter Boxes or received by Ship Officers at the ports from which they sailed, or anywhere en route to Hongkong.
- 7.—The above regulations will not affect the licensed Private Letter Boxes carried between Hongkong and Canton by the vessels belonging to or managed by the Hongkong, Canton and Macao Steamship Co.

War risks are not covered by Postal Registration or Insurance.

Until further notice the Names of the Vessels by which Mails are forwarded will not be advertised in the Mail Notices.

Correspondence (including parcels) is being despatched as opportunity offers; but all Services are irregular and uncertain and all correspondence is liable to delay.

The Parcel Post Service to Egypt and countries beyond Egypt in Southern Europe is for the present suspended.

The Service to Tsingtau is suspended.

A late Mail for Swatow, Amoy and Foochow will in future be closed for all Douglas Steamers 20 minutes before each steamer sails, ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G.P.O. in the lane off Des Voeux Road.

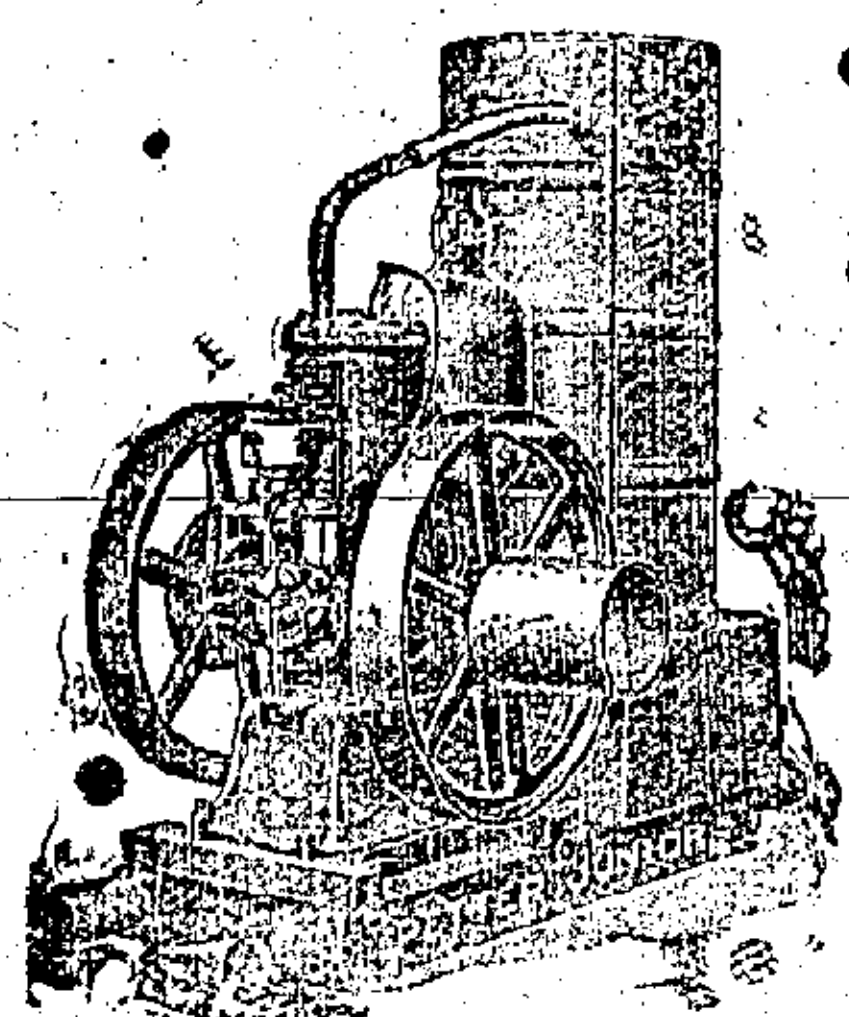
The Kanchow, with the Mails from LONDON (via Siberia) of 26th August to 1st September, is expected to arrive here on or about the 4th October via Swatow.

FOR	DATE
Hohow, Haiphong and Pakhoi	Wednesday, 30th, 9.00 A.M.
Straits	Wednesday, 30th, 9.00 A.M.
Hongkong	Wednesday, 30th, 11.00 A.M.
Philippine Is., Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	Wednesday, 30th, 11.00 A.M.
Swatow, Shanghai, North China, Weihaiwei and Peking	Wednesday, 30th, 1.00 P.M.
Swatow, Cebu, Manila, Sydney and Melbourne	Wednesday, 30th, 2.00 P.M.
Philippine Islands	Wednesday, 30th, 3.00 P.M.
Saigon	Wednesday, 30th, 4.00 P.M.

FOR	DATE
Hohow, Haiphong and Pakhoi	Thursday, 1st, 9.00 A.M.
Swatow, Amoy and Foochow	Thursday, 1st, 1.00 P.M.
Straits, India via Calcutta	Thursday, 1st, 2.00 P.M.
Formosa, via Keelung, Japan via Moji	Thursday, 1st, 2.00 P.M.
Victoria, B.C., Tacoma, and United Kingdom via Canada	Thursday, 1st, 2.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Thursday, 1st, 2.30 P.M.
To make connection with the Hsin-pai-kow Railway closing at Shanghai P.O. at 11.30 a.m., on Monday, the 6th October.	Thursday, 1st, 3.00 P.M.
Swatow, Amoy and Foochow	Friday, 2nd, 1.00 P.M.

* Specially superscribed correspondence only.

ON HAND FOR SALE.



- ONE 30 FOOT MOTOR LAUNCH Thornycroft Model Fitted with 12-14 B.H.P. Kerosine Engine.
- ONE PORTABLE OXY-ACETYLENE SEARCHLIGHT with Morse Signalling Shutter.
- ONE WIRELESS TELEGRAPH-SET complete with Induction Coil, Overhead Wires, Spare, &c., suitable for Coasting or Patrol Steamer.
- ONE SEMI-DIESEL 8 H.P. CRUDE OIL ENGINE AND DYNAMO with Electric Searchlight.
- KEROSENE OIL ENGINES "PETER'S" FROM 7 TO 12 B.H.P.

For Price and Particulars, apply to—

WM. C. JACK & CO., LTD.,
14, DES VOEUX ROAD, HONGKONG.

JAVA-CHINA JAPAN LIJN
REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKEMBANG	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJITAROEM	SHANGHAI	First half of Oct.	JAVA	First half of Oct.
TJIPANAS...	JAVA	First half of Oct.	JAPAN	Second half of Oct.
TJIMABI	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJIBODAS...	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJILWONG	JAPAN	Second half of Oct.	JAVA	Second half of Oct.
TJILATJAP.	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJIMANOEK	JAVA	First half of Nov.	SHANGHAI	First half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 1574.

York Buildings, 1st Floor.
Hongkong, 30th September, 1914.

PASSENGERS.

ARRIVED.
Per Yuen... from Manila, Mr. A. Brookes and J. Pearson.
Per Koro... from San Francisco, etc., Hon. Mr. Geo. W. Anderson, Mr. and Mrs. B. B. de la Cruz, Mr. C. L. Camp, Miss K. C. de la Cruz, Mr. F. F. Hough, Mr. W. M. Kelly, Mr. P. A. Layman, Mr. F. McBride, Mr. G. A. Nevin, Mr. F. G. Owen, Mr. G. A. Richardson, Mr. F. Mary Owen, Miss G. Sanders, Miss L. Sanders, Miss M. Sanders, Mr. J. M. Phillips, Mr. G. D. Phillips, Mr. J. Basto, Mr. L. J. Basto, Mr. F. E. Quigley, Mr. T. S. Doo, Mr. F. E. Quigley, Mr. J. Madden, and Mrs. Zuelig.

S. S. Thompson, Mr. A. D. Collins, Mr. R. G. Bruce, Mrs. L. Deyer, Mrs. J. E. Norton, Miss Thurza, Norton, Lieut. W. R. Sether, Mr. J. H. Green, Sister N. Thomas, Mrs. N. H. Briggs, Miss B. Clough, Mr. M. Keshikawa, Mrs. L. A. Seaton, and Mr. A. T. Shorey.

LATEST STEAMER MOVEMENTS.

The P. & O. str. Syria arrived at London on the 25th September.
The P. & O. str. Oriental left Singapore for this port on the 29th September, with the outward English mails, and is due here on the 3rd October, at about noon.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON:	September 29th.
Telegraphic Transfer	100/11
Bank Bills, on demand	100/11
Bank Bills, at 30 days' sight	100/11
Bank Bills, at 4 months' sight	100/11
Credits, at 4 months' sight	100/11
Documentary Bills 4 months' sight	100/11
ON PARIS:	
Bank Bills, on demand	nom.
Credits, at 4 months' sight	nom.
ON GERMANY:	
On demand	nom.
ON NEW YORK:	
Bank Bills, on demand	44 1/2
Credits, at 60 days' sight	nom.
ON BOMBAY:	
Telegraphic Transfer	nom.
Bank, on demand	135 1/2
ON CALCUTTA:	
Telegraphic Transfer	nom.
Bank, on demand	135 1/2
ON SHANGHAI:	
Bank, at sight	76 1/2
Private, 30 days' sight	nom.
ON YOKOHAMA:	
On demand	89 1/2
ON MANILA:	
On demand	77 1/2
ON SINGAPORE:	
On demand	109 1/2
ON BATAVIA:	
On demand	nom.
ON HAIKONG:	
On demand	nom.
ON SAIGON:	
On demand	85 1/2
Bank's Buying Rate	\$11.00 nom.
GOLD LEAF, 100 fine, per tola	£56.70
SILVER, per oz.	24

SUBSIDIARY COINS.

	per cent.
Hongkong, 20 cents pieces	\$10.15 discount.
Hongkong, 10 "	\$10.19 "

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	£6.00
Return " (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return " "	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

CANTON TO HONGKONG.

HONGKONG TO CANTON. WEDNESDAY, 30th SEPTEMBER, 1914.

8 a.m. HEUNGSHAN.	8 a.m. HONAM.
5 p.m. KINSHAN.	5 p.m. FATSHAN.

THURSDAY, 1st OCTOBER, 1914.	8 a.m. HEUNGSHAN.
8 a.m. HONAM.	5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,851. S.S. TAISHAN, Tons 2,006.
HONGKONG TO MACAO
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.
SUNDAY, 4th OCTOBER, 1914.

The Company's New Steamship "TAISHAN"
Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 3 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI AN.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LIAITAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Blake Pier.

MESSAGERIES MARITIMES.
FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA	CHILI	On 5th October.
MARSEILLES VIA PORTS	HOMEWARD	

ALL STEAMERS FITTED WITH WIRELESS.
TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to
P. THOMAS, AGENT.
QUEEN'S BUILDING.

THE EGYPTIAN CIGARETTE DE LUXE.

Maspero freres

"SPECIALS"



\$1.50 for a tin of 50 Cigarettes.

MILKMAID STERILIZED NATURAL MILK
MEANS SAFETY NO MICROBES

A fresh consignment of Half-size Tins

has now arrived.

Please apply to usual Stores.

[1127]

PACIFIC MAILS S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.	
MONGOLIA 27000 tons	MANCHURIA 27000 tons
KOREA 18000 tons	SIBERIA 18000 tons
CHINA 10200 tons	NILE 11000 tons
PERSIA 9000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

KOREA	Sailing TUESDAY, 6th Oct., at 1 p.m.
SIBERIA	TUESDAY, 13th Oct., at 1 p.m.
CHINA (via Manila)	TUESDAY, 27th Oct., at Noon.
MANCHURIA	TUESDAY, 3rd Nov., at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moore, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—all water swimming tank, playing orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Fairplay Our First Consideration.

For further information, rates, literature, schedules, etc., apply to—

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. No. 141.

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TO-DAY

Noon—Yue Hing Loong Meeting of Creditors at the Registered Office.
5.30 p.m.—Hongkong St. Andrew's Society Annual General Meeting in the City Hall.

FORTHCOMING EVENTS.

Saturday, 10th Oct.—
12.15 p.m.—Daily Farm Co., Ltd., Meeting of Shareholders.

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1913.

REVISED BY THE MEMBERS.

PRICE ... \$5.

DAILY PRESS OFFICE.

Hongkong, 24th February, 1914

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